

10
American Game Protective
and Propagation
Association

The Game *of* a Continent
Ours to Protect



Trinity Building
111 Broadway
New York

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OBJECTS AND AIMS

From time to time during the past decade, efforts have been made to organize a national sportsmen's game protective association. Thinking men saw the game of the country decreasing at an alarming rate. Those experienced in such matters saw that there was great need of concerted action on the part of the sportsmen of the country. While many good measures calculated to protect the game were being enacted into laws, a flood of hurtful or reactionary measures were constantly being agitated, which all too frequently gained the support of State Legislatures. In many States there was little co-operation among the different groups of sportsmen and there was no co-operation at all between the States themselves in matters in which there was mutual interest. There was, therefore, a demand for a strong national organization, which should harmonize and amalgamate the sportsmen of North America and so furnish a means whereby reasonable protection and increase of the game supply might be obtained. This demand led to the formation of the American Game Protective and Propagation Association, which was incorporated September 25, 1911.

The credit of putting the movement

into concrete form belongs to the arms and ammunition men of the country. These men subscribed liberally to the Association for the sole purposes of game protection and game increase. Their interests are identical with those of the sportsmen. Their contributions have been made without reservation, and the Association is in no way tied to any business interests, but is free to use its influence unrestricted for the broad and worthy cause for which it was organized. The Association's only battles will be fought for game protection. The personnel of the officers and advisory and honorary members of the Association is a guarantee of devoted action.

The Association desires the membership, contributions and support of all sportsmen and of all State and local organizations interested in game protection. It has no rivalry with existing organizations and aims solely to further the common cause, and for this purpose it will cooperate with other Associations in support of worthy objects. In no other way can results be accomplished than by effective organization.

An analysis of the conditions existing in different parts of the country shows a remarkable coincidence in the needs of the various localities. There is no reason why States grouped geographically on lines such as laid down in the Hallock Code should not have similar laws and mutual

agreements for enforcing such laws along their borders. Woodcock, wild fowl and shore birds are not the property of any one State more than another, and they should be protected by federal laws giving proper seasons to suit local conditions. Game laws should be general and not favor one locality at the expense of some other locality. The migratory game of the country can only be preserved by laws framed on broad, harmonious lines.

The Association stands ready to lend its aid for securing the enactment of good laws and to give its expert advice when desired. Its viewpoint is not local or prejudiced and its influence is therefore weighty. The Association has been asked to assist in the codification of the game laws undertaken by the State of New York and its services are being given freely in other States as well.

Good laws are worthless if they are not properly enforced. The Association aims to co-operate with the various commissions of the country to secure a more vigorous enforcement of the law. It shows how results can be obtained by efficient organization of the protectors and wardens of the States, and it sends out its own special agents, who are picked men of ability and experience in the practical enforcement of the law, placing their services at the disposal of States having particularly difficult conditions who are desirous of giving an object lesson in effec-

tive law enforcement. The Association's legal department also stands ready to give advice or render assistance under similar conditions.

In many of the States the laws do not sufficiently uphold the protectors or wardens who have gotten into trouble in the work for which they are employed, nor is there any provision made to care for these men when they are injured or incapacitated in the line of their duty. The Association stands back of such efficient public servants as may need support or assistance by reason of either of the above mentioned contingencies.

The Association also aims to create among the wardens and protectors and others whose duty it is to enforce the law, a spirit of emulation and pride in their profession, and with this end in view it gives gold and bronze medals for meritorious service.

The Association believes in the protection of the forests and in modern forestry methods as opposed to the ruthless destruction of the forests, which is too often poor business as well as the direct cause of the disappearance of the fish and game. It believes in game refuges, federal, state and individual.

The Association believes in the propagation of game and food fish, in the stocking of the waters with the varieties most suited for the localities, and in the effective enforcement of laws designed to pro-

tect the angling and fishing interests of the country.

There has been a marvelous advance in fish propagation since Seth Green's time, and today the output of the hatcheries of many of the States runs into the hundreds of millions of fish, while the Federal Government computes its output in the billions. What has been done in fish propagation should be accomplished in game and game bird propagation.

The subject is not only of interest to the sportsmen but is also of great economic and political importance. This country stands today at the parting of the ways in the matter of field sports. It faces today the question whether free shooting shall continue or whether the European system of preserves and posted lands is to become universal. The matter is likely to be decided during the lifetime of most of the members of the Association. It is one of the greatest importance to the future of our country.

While the Association comprises in its membership owners of game preserves and members of shooting organizations controlling posted lands, and while it believes that their property rights should be decently and effectively protected, it does not believe in the principle that only men of position and wealth should have the privilege of taking game with the gun. It believes that the average citizen and the poor man should have their opportunity.

These men must get their hunting close at hand or not at all. Without the benefit of game laws their opportunity for recreation of this character would long ago have disappeared. Their only hope for the future lies in the same direction; in effective, well administered, protective laws and in laws encouraging game propagation along lines which shall be for the benefit of all sportsmen.

The hunter's license law which as developed in this country is a peculiarly American measure, and which has within the last few years become all but universal, has resulted in the accumulation in the various states of the Nation and provinces of Canada, of considerable funds which the authorities of the different sections are very generally using for the benefit of the sportsmen. While a certain portion of these funds are being used for the purpose of enforcing the game laws there is a noticeable tendency to use another portion of the funds for game propagation. The Association believes that this tendency should be encouraged. It also believes that as the funds are contributed by sportsmen, the game secured or propagated with the money should be used only for stocking such covers as are accessible to all sportsmen. In other words, it believes that no game should be put out for stocking lands which may be posted against public shooting, and it believes that a proviso should be added in the laws

of the States which are propagating game that no land shall ever be posted which has been stocked freely by the State.

The Association stands for laws providing bag limits for game, for laws giving absolute protection to insectivorous birds, for laws prohibiting the sale of wild native game, and for all other measures calculated to preserve, protect or increase the supply of American game.

CONSTITUTION

ARTICLE I.

Name.

This organization shall be known as AMERICAN GAME PROTECTIVE AND PROPAGATION ASSOCIATION.

ARTICLE II.

Objects.

The particular objects for which said corporation is formed are as follows:

(a) To preserve and propagate game and fish.

(b) To urge the enactment of proper laws for the preservation and propagation of game and fish; to obtain uniformity of, and to correct inconsistencies and irregularities in, existing laws for the preservation and propagation of game and fish.

(c) To co-operate with and assist the proper authorities, regularly organized

societies, clubs and individuals in enforcing the laws for the protection and propagation of game and fish.

(d) To establish and maintain preserves and reserves where game may be propagated.

(e) To awaken interest among individuals, societies, clubs and organizations in the protection and propagation of game and fish, and to demonstrate to them that propagation is a feasible and practical means of increasing the sport and the general food supply and can be made commercially successful.

(f) To buy and sell game and fish and eggs of game birds, as permitted by law, for purposes of propagation of game.

(g) To own or lease any and all property, real and personal, necessary, convenient or useful for the purposes of the corporation.

MEMBERSHIP

Associate membership may be obtained by the payment of sums from One Dollar up to Twenty-five Thousand Dollars. One Dollar or more paid annually constitutes the donor a yearly member; One Hundred Dollars paid at one time constitutes the donor a life member; One Thousand Dollars constitutes the donor a patron; Five Thousand Dollars constitutes the donor a founder; and Twenty-five Thousand Dollars constitutes the donor a benefactor. Club membership may be obtained by the payment of Five Dollars or more annually. Members are entitled to the publications of the Association.

Active, energetic work is necessary at this time to save the game of the country from extinction. The various interests concerned in the future of the game supply must be harmonized and organized. Concerted effort and intelligent co-operation are needed. The Association counts upon the support of all sportsmen and sportsmen's associations. Contributions will be gratefully received. Checks should be made payable to the order of the treasurer. Membership application blanks will be sent upon request.



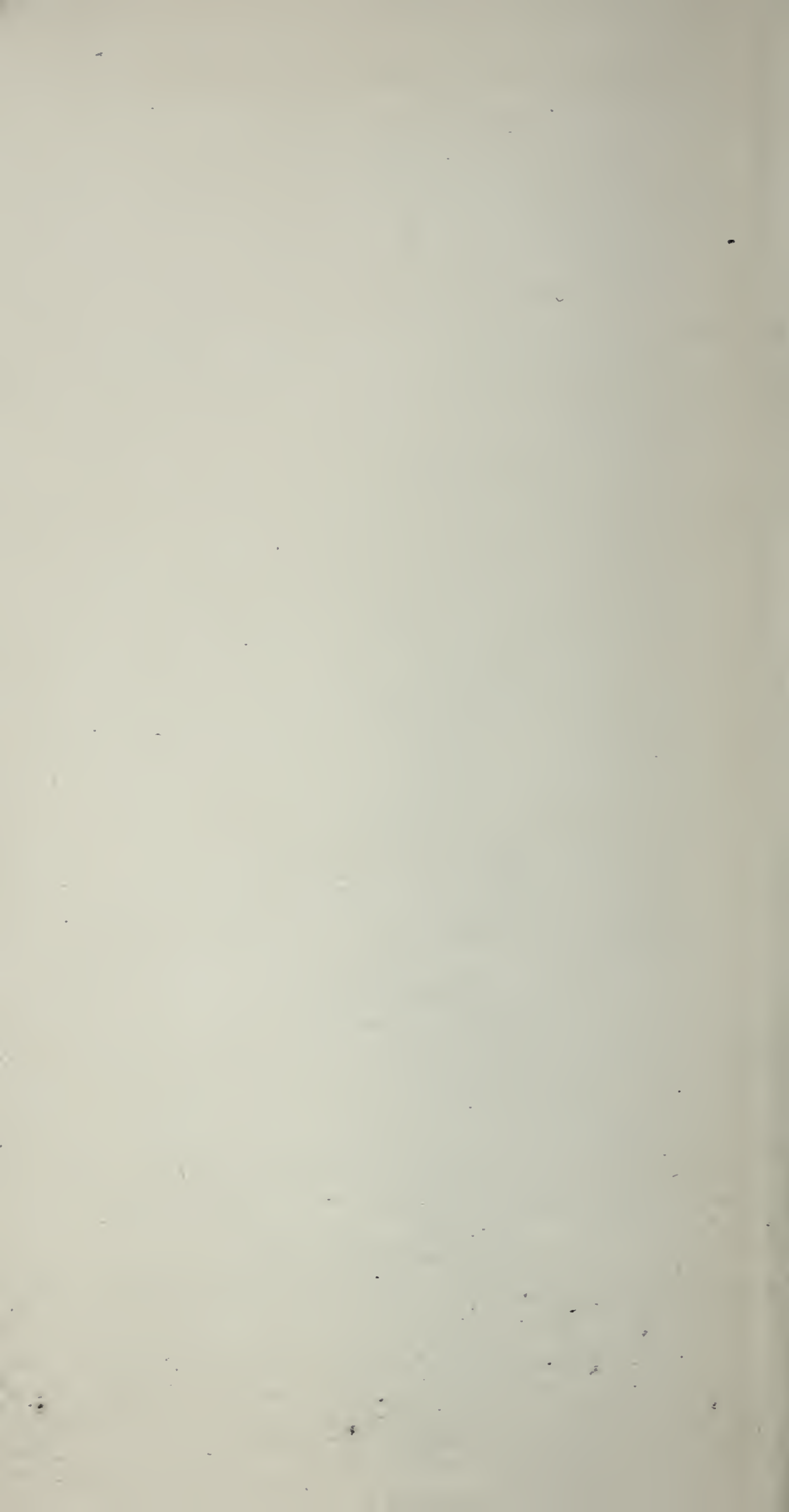
REROUTING PLAN

STEP No. 1

LINES REROUTED

OLD NAME	NEW NAME	ROUTE NO.	PAGE
Angora (Baltimore Ave.)	Baltimore-Subway	34	7
Baring	Baring-Subway	38	3
Chester Ave.	Chester Ave.	13	5
Chester Ave. Extension			5
Chestnut St.			4
Continental-Depot		16	4
Darby (Woodland Ave.) .	Woodland-Subway	11	11
Elmwood Ave.	Elmwood Ave.	36	8
G't'n Ave.-8th & 10th			9
Haddington-Lancaster .	Lancaster-Subway	10	3
Lombard & South	Lombard & South	40	6
West Spruce	West Spruce	42	10
Willow Grove-4th & 8th			9

MAY, 1913



LANCASTER-SUBWAY

ROUTE 10

(Consolidation of Haddington-Lancaster Surface and Subway Lines.)

NEW ROUTE

EFFECTIVE MAY 11, 1913

EASTBOUND—From 65th St. & Girard Ave. on Girard Ave., Lancaster Ave., Market St. to Subway.

WESTBOUND—From Subway, on Market St., Lancaster Ave., Girard Ave., Haverford Ave., to 65th St. & Girard Ave.

DESTINATION SIGNS

EASTBOUND, Subway.

WESTBOUND, 65-Girard.

DEPOT TRIP, 44-Lancaster.

TRANSFERS AND EXCHANGES

Transfers and exchanges will be continued between the Lancaster-Subway Line and all lines formerly having transfer or exchange with the Haddington-Lancaster Surface and Subway Lines, as described on Page 12.

BARING-SUBWAY

ROUTE 38

(Consolidation of Baring St. Surface and Subway Lines.)

NEW ROUTE

EFFECTIVE MAY 11, 1913

EASTBOUND—From 44th St. (Belmont Ave.) & Parkside Ave. on Parkside Ave., 40th St., Fairmount Ave., 37th St., Baring St., 33d St., Lancaster Ave., Market St. to Subway.

WESTBOUND—From Subway, on Market St., Lancaster Ave., 33d St., Baring St., 36th St., Fairmount Ave., 40th St., Ogden St., 41st St., Parkside Ave. to 44th St. (Belmont Ave.) & Parkside Ave.

DESTINATION SIGNS

EASTBOUND, Subway.

WESTBOUND, 44-Parkside.

TRANSFERS AND EXCHANGES

Transfers and exchanges will be continued between the Baring-Subway Line and all lines formerly having transfer or exchange with the Baring St. Surface and Subway Lines, as described on Page 12.

CONTINENTAL-DEPOT

ROUTE 16

NEW ROUTE

EFFECTIVE MAY 11, 1913

SOUTHBOUND—From 33d & Dauphin St. on Dauphin St., 22d St., Montgomery Ave., 20th St., Ridge Ave., S. College Ave., 20th St., Market St. to Ferries.

NORTHBOUND—From Ferries on Market St., 18th St., Francis St., Perkiomen St., Vineyard St., Ridge Ave., 18th St., Montgomery Ave., 20th St., York St., 33d St. to 33d & Dauphin St.

DESTINATION SIGNS

NORTHBOUND, 33-Dauphin. **SOUTHBOUND**, Market Ferries.
DEPOT TRIP, 22-York.

TRANSFERS AND EXCHANGES

As this line will operate East on Market St., instead of on Arch St., passengers are relieved of the necessity of walking from Arch St. to Market St. to make transfer at 17th & Market.

Points of exchange to and from the Continental-Depot Line, formerly on Arch St., are placed on Market St. New exchange privileges are established between this line and all intersecting North and South lines East of 7th St.

CHESTNUT ST.

(FORMERLY ROUTE 13)

Effective Sunday, May 25, 1913, the Chestnut St. Line will be combined with the Chester Ave. Lines under the name of Chester Ave. Line—Route 13.

For new route and changes in transfer and exchange points, see Chester Ave. Line—Route 13 (Page 5).

CHESTER AVE. ROUTE 13

(Consolidation of Chester Ave., Chester Ave. Ext. and Chestnut St. Lines.)

NEW ROUTE

EFFECTIVE MAY 25, 1913

EASTBOUND—From Darby Terminal (Main & 9th Sts.) on 9th St. (Darby), Cedar Ave. (Darby), Chester Ave., 65th St., Kingsessing Ave., 60th St., Chester Ave., Woodland Ave., Chestnut St. to Front & Chestnut Sts.

WESTBOUND—From Front & Chestnut Sts. on Front St., Walnut St., Woodland Ave., Chester Ave., 60th St., Kingsessing Ave., 65th St., Chester Ave., Cedar Ave. (Darby), 10th St. (Darby), Main St. (Darby) to Darby Terminal (Main & 9th Sts.).

DESTINATION SIGNS

EASTBOUND, Front-Chestnut.

WESTBOUND, Darby.
Mt. Moriah.

DEPOT TRIP, 49-Chester.

CHANGES IN TRANSFER POINTS

EASTBOUND

	New Location	Old Location
EFFECTIVE MAY 18, 1913		
From Route 34, East	Woodland & Chestnut	None
EFFECTIVE MAY 25, 1913		
To Route 11, East	Woodland & Chestnut	None
" Route 42, West	Woodland & Chestnut	42d & Chestnut
" Route 34, East	Woodland & Chestnut	42d & Spruce
" Route 40, West	Woodland & Spruce	38th & Chestnut
" Route 42, East	None	42d & Chestnut
" Haddington-Market, West	None	41st & Market
" M'k't St. Elevated, E. or W.	None	40th & Market
" 63d & Vine, East or West .	None	40th & Market
" Market St. Ext., E. or W. .	None	40th & Market
" Haddington-Market, East	None	40th & Market
From Route 11, East	Woodland & Chestnut	None

WESTBOUND

EFFECTIVE MAY 18, 1913		
To Route 34, West	Woodland & Chestnut	None
EFFECTIVE MAY 25, 1913		
To Route 11, West	Woodland & Chester	None
" Route 34, West	Woodland & Spruce	(See Note *)
" Route 40, West	Woodland & Spruce	38th & Chestnut
" Route 42, West	None	42d & Chestnut
From Route 34, West	Woodland & Spruce	42d & Baltimore
" Route 42, East	Woodland & Chestnut	40th & Chestnut
" Route 42, West	None	40th & Chestnut
" Route 42, West	None	42d & Chestnut
" Route 42, East	Woodland & Chestnut	42d & Chestnut
" Market St. Ext., E. or W. .	None	40th & Market
" 63d & Vine, East or West .	None	40th & Market
" Haddington-M'k't, E. or W.	None	40th & Market
" M'k't St. Elevated, E. or W.	None	40th & Market
" Route 11, West	Woodland & Chester	None
" Route 40, East	Woodland & Spruce	40th & Spruce
" Route 40, East	Woodland & Spruce	40th & Chestnut

*NOTE—From May 18th to May 25th, this transfer is made at Woodland & Chestnut. Effective May 25th, this transfer point is permanently located at Woodland & Spruce.

EXCHANGE POINTS

The Chester Ave. Line will issue and receive exchanges to and from all lines formerly having exchange privileges with the Chestnut St. Line.

LOMBARD & SOUTH

ROUTE 40

NEW ROUTE

EFFECTIVE MAY 11, 1913

EASTBOUND—From 44th St. (Belmont Ave.) & Parkside Ave. on Parkside Ave., 40th St., Spruce St., South St., 27th St., Lombard St. to Lombard & Front St.

WESTBOUND—From Lombard & Front St. on Front St., South St., Spruce St., 38th St., Market St., 41st St., Parkside Ave. to 44th St. (Belmont Ave.) & Parkside Ave.

DESTINATION SIGNS

EASTBOUND, Front-Lombard.

WESTBOUND, 44-Parkside.

CHANGES IN TRANSFER POINTS

EASTBOUND

	New Location	Old Location
EFFECTIVE MAY 25, 1913		
To Route 13, West	Woodland & Spruce	{ 40th & Spruce 40th & Chestnut

WESTBOUND

EFFECTIVE MAY 25, 1913		
From Route 13, East or West . .	Woodland & Spruce	38th & Chestnut

EXCHANGES

No changes are made in exchange points.

BALTIMORE-SUBWAY

ROUTE 34

(Consolidation of Angora [Baltimore Ave.] Surface and Subway Lines.)

NEW ROUTE

EFFECTIVE MAY 18, 1913

EASTBOUND—From Angora (Cobb's Creek & Baltimore Ave.) on Baltimore Ave., 42d St., Spruce St., Woodland Ave., Market St. to Subway.

WESTBOUND—From Subway, on Market St., Woodland Ave., Spruce St., 42d St., Baltimore Ave. to Angora (Cobb's Creek & Baltimore Ave.).

DESTINATION SIGNS

EASTBOUND, Subway.

WESTBOUND, Angora.

DEPOT TRIP, 49—Baltimore.

TRANSFERS AND EXCHANGES

Transfers and exchanges will be continued between the Baltimore-Subway Line and all lines formerly having transfer or exchange with the Angora Surface and Subway Lines, as described on Page 12.

To accommodate passengers using the Baltimore-Subway Line who desire to use the Chestnut-Walnut St. cars to and from the business district, new transfer privileges are established as indicated below.

CHANGES IN TRANSFER POINTS

EASTBOUND

	New Location	Old Location
EFFECTIVE MAY 18, 1913		
To Route 42, East	Woodland & Chestnut	None
" Route 13, East	Woodland & Chestnut	None

EFFECTIVE MAY 25, 1913

From Route 13, East	Woodland & Chestnut	42d & Spruce
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WESTBOUND

EFFECTIVE MAY 18, 1913

From Route 42, West	Woodland & Chestnut	None
" Route 13, West	Woodland & Chestnut	None

EFFECTIVE MAY 25, 1913

To Route 13, West	Woodland & Spruce	42d & Baltimore
From Route 13, West	Woodland & Spruce	(See Note *)

* NOTE—From May 18th to May 25th, this transfer is made at Woodland & Chestnut. Effective May 25th, this transfer point is permanently located at Woodland & Spruce.

ELMWOOD AVE. ROUTE 36

NEW ROUTE

EFFECTIVE MAY 18, 1913

EASTBOUND—From Island Road & Elmwood Ave. on Elmwood Ave., Gibson Ave., Grays Ave., 49th St., Paschall Ave., Grays Ferry Ave., Bainbridge St., 20th St., Chestnut St. to Front & Chestnut St.

WESTBOUND—From Front & Chestnut St. on Front St., Walnut St., 19th St., Catharine St., Grays Ferry Ave., Paschall Ave., 49th St., Grays Ave., Gibson Ave., Elmwood Ave. to Island Road & Elmwood Ave.

DESTINATION SIGNS

EASTBOUND, Front-Chestnut.

WESTBOUND, Island Road.

DEPOT TRIP, 49-Woodland.

CHANGES IN TRANSFER POINTS

EASTBOUND

EFFECTIVE MAY 18, 1913		New Location	Old Location
To	Morris & Tasker, North . .	23d & Bainbridge	23d & Spruce
"	Morris & Tasker, South . .	22d & Bainbridge	22d & Spruce
"	Grays Ferry Ave., East . .	20th & Spruce	9th & Spruce
"	52d St., North	49th & Paschall	49th & Woodl'd
"	Chester Short Line, East . .	49th & Paschall	49th & Woodl'd
From	52d St., South	49th & Paschall	49th & Woodl'd
"	Chester Short Line, East . .	49th & Paschall	49th & Woodl'd

WESTBOUND

EFFECTIVE MAY 18, 1913			
To	52d St., North	49th & Paschall	49th & Woodl'd
From	52d St., South	49th & Paschall	49th & Woodl'd
"	Grays Ferry Ave., West . .	Grays Ferry Ave. & Paschall Ave.	49th & Woodl'd

CHANGES IN EXCHANGE POINTS.

Points of exchange to and from the Elmwood Ave. Line, formerly on Spruce, Pine and Arch Sts. are placed on Chestnut and Walnut Sts. New exchange privileges are established between this line and all intersecting North and South lines East of 9th St.

GERMANTOWN AVE.-8th & 10th

CHANGE IN ROUTE

EFFECTIVE MAY 18, 1913

This line will be rerouted to operate Northbound on 11th St. instead of on 8th St., and to turn back on Sansom St. instead of on Spruce St.

DESTINATION SIGNS

NORTHBOUND, Mt. Airy.

SOUTHBOUND, 10-Sansom

DEPOT TRIP, Pelham.

TRANSFERS AND EXCHANGES

No changes are made in transfer points.

Points of exchange to and from this line, formerly on 8th St , are placed on 11th St.

WILLOW GROVE-4th & 8th

CHANGE IN ROUTE

EFFECTIVE MAY 18, 1913

The Southern terminal of the Willow Grove—4th & 8th Line will be temporarily extended to Pine St. instead of turning back on Walnut St.

TRANSFERS AND EXCHANGES

No changes are made in transfer or exchange points.

WEST SPRUCE

ROUTE 42

NEW ROUTE

EFFECTIVE MAY 18, 1913

EASTBOUND—From 60th & Spruce St. on Spruce St., 45th St., Chestnut St. to Front & Chestnut St.

WESTBOUND—From Front & Chestnut St. on Front St., Walnut St., 22d St., Chestnut St., 45th St., Spruce St. to 60th & Spruce St.

DESTINATION SIGNS

EASTBOUND, Front-Chestnut.

WESTBOUND, 60-Spruce

DEPOT TRIP, 42-Chestnut.

CHANGES IN TRANSFER POINTS

EASTBOUND

	New Location	Old Location
EFFECTIVE MAY 18, 1913		
From Route 34, East	Woodland & Chestnut	None

EFFECTIVE MAY 25, 1913

To Route 13, West	Woodland & Chestnut	{ 40th & Chestnut 42d & Chestnut 42d & Chestnut
From Route 13, East	None	
“ Route 11, East	Woodland & Chestnut	

WESTBOUND

EFFECTIVE MAY 18, 1913

To Route 34, West	Woodland & Chestnut	None
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EFFECTIVE MAY 25, 1913

To Route 11, West	Woodland & Chestnut	None
“ Route 13, West	None	{ 42d & Chestnut 40th & Chestnut 42d & Chestnut
From Route 13, West	None	
“ Route 13, East	Woodland & Chestnut	

WOODLAND-SUBWAY

ROUTE 11

(Consolidation of Darby [Woodland Ave.] Surface and Subway Lines.)

NEW ROUTE

EFFECTIVE MAY 25, 1913

EASTBOUND—From Darby Loop on Main St. (Darby), Woodland Ave., Market St. to Subway.

WESTBOUND—From Subway, on Market St., Woodland Ave., Main St. (Darby) to Darby Loop.

DESTINATION SIGNS

EASTBOUND, Subway.

WESTBOUND, Darby

DEPOT TRIP, 49-Woodland.

TRANSFERS AND EXCHANGES

Transfers and exchanges will be continued between the Woodland-Subway Line and all lines formerly having transfer or exchange with the Darby Surface and Subway Lines, as described on Page 12.

To accommodate passengers using the Woodland-Subway Line who desire to use the Chestnut-Walnut St. cars to and from the business district, new transfer privileges are established as indicated below

CHANGES IN TRANSFER POINTS

EASTBOUND

	New Location	Old Locati
EFFECTIVE MAY 25, 1913		
To Route 42, East	Woodland & Chestnut	None
" Route 13, East	Woodland & Chestnut	None
From Route 13, East	Woodland & Chestnut	None

WESTBOUND

EFFECTIVE MAY 25, 1913

To Route 13, West	Woodland & Chester	None
From Route 13, West	Woodland & Chester	None
" Route 42, West	Woodland & Chestnut	None

EXCHANGES

TO AND FROM SUBWAY LINES

Free transfer between Surface-Subway cars and Subway-Elevated trains is made at the Juniper-13th St. Station without the use of transfer tickets.

Passengers on Eastbound Surface-Subway cars purchasing exchange tickets for North or South Surface lines will leave the Subway at the station most convenient to the North or South Surface line upon which they desire to continue their trip, retaining the exchange ticket for payment of fare on the Surface car.

Passengers on North and Southbound Surface lines purchasing exchange tickets for Westbound Surface-Subway cars will enter the Subway at the nearest Westbound Subway-Elevated or Surface-Subway station as shown on back of new exchange ticket.

These exchange tickets will be accepted in payment of fare for a continued ride Westbound at the Subway-Elevated stations East of and including the 11th St. station, and at the Juniper, 15th, 19th and 24th St. Surface-Subway stations.